Patent Claims:

1. Method for electronically regulating brake force distribution to the front axle and the rear axle of a motor vehicle (EBV control), wherein the rotational behavior of the vehicle wheels is determined, compared with the vehicle speed or vehicle reference speed and/or with the changes of these variables, and evaluated to limit the slip on the rear-wheel brakes by modulating the braking pressure,
c h a r a c t e r i z e d in that the brake force distribution is controlled in dependence on sum signals obtained by addition of acceleration values determined on each individual rear wheel and/or slip values determined on each individual rear wheel.

2. Method as claimed in claim 1,
c h a r a c t e r i z e d in that a quantity (DVN) obtained by integration of the wheel acceleration on each individual wheel is used as an acceleration value.

3. Method as claimed in claim 1 or 2,
c h a r a c t e r i z e d in that the acceleration sum signals (DVN_{HA}) and the slip sum signals ($\lambda_{HL}+\lambda_{HR}$) are respectively compared with predetermined acceleration thresholds (DVN_{Thr}) or slip thresholds (λ_{Thr}) that correspond to the detection thresholds or control entry thresholds of an anti-lock control system (ABS control), and in that the EBV control is triggered when these thresholds are exceeded.

4. Method as claimed in claim 3,
c h a r a c t e r i z e d in that the acceleration sum signals (DVN_{Thr}) and slip sum signals ($\lambda_{HL}+\lambda_{HR}$) are respectively multiplied and weighted by a variable sum factor, i.e. by an acceleration sum factor (Sum_factor_{DVN}) or a slip sum factor (Sum_factor_{λ}), respectively.

5. Method as claimed in claim 4,
c h a r a c t e r i z e d in that the sum is produced of the acceleration sum signal ($(DVN_{HA})>DVN_{Thr}$) weighted with the variable acceleration sum factor (Sum_factor_{DVN}) and of the slip sum signal ($(\lambda_{HL}+\lambda_{HR})>\lambda_{Thr}$) weighted with the variable slip sum factor (Sum_factor_{λ}) and is evaluated as a criterion for initiating the EBV control.

6. Method as claimed in claim 4 or 5,
c h a r a c t e r i z e d in that, according to tendency, at a high achievement rate, i.e. at a relatively high value of the weighted acceleration sum signal ($(DVN_{HA})>DVN_{Thr}*Sum\_factor_{DVN}$) or the weighted slip sum signal ($(\lambda_{HL}+\lambda_{HR})>\lambda_{Thr}*Sum\_factor_{\lambda}$), already a lower value of the second component, i.e. the slip sum signal or the acceleration sum signal, respectively, causes initiation of the EBV control.

7. Method as claimed in claim 6,
c h a r a c t e r i z e d in that for determining the entry of the EBV control, the acceleration sum signal and the slip sum signal are successively weighted with variable acceleration sum factors or slip sum factors, respectively, the values thereof being predetermined.